CLASSIFICATION SECRET [redacted] 50X1-HUM

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT
CD NO. [redacted]

COUNTRY East Germany

SUBJECT Autobahn Bridges in East Germany, Part III

DATE DISTR. 25 September 1958

NO. OF PAGES 15

PLACE ACQUIRED [redacted]

NO. OF ENCLS. 50X1-HUM

DATE OF INFO. [redacted]

SUPPLEMENT TO REPORT NO. [redacted]

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The following list contains technical data on Autobahn bridges and viaducts in East Germany. [redacted] 50X1-HUM

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Bridge on	across	Total Length in Meters	Span in Meters	Bridge-Piles	Abutment	Width	Roadway	Carrying Capacity in Tons	Construction Year	Condition Note in 1956
Dresden - Chemnitz - Eisenach Autobahn (Autobahn = AB)										
AB Dresden-Chemnitz km 3	Radebeul railroad station	253.59	south-north direction: 1 continuous steel girder over 4 spans: 29.88+20.96+29.34+29.34; 2nd continuous steel girder over 5 spans: 25.95+25.95+25.95+25.95+30.27; north-south direction reverse	north-south direction: 1 pile solid coated, 3 hinged steel supports, 1 pile carrying the connection of the 2 bridges, 3 hinged supports	2 abutments solid, quarry stone coated	2 roadways 7.5m	concrete	60 and 80	1935, 1948 partly repaired	quite good
AB Dresden-Chemnitz km 6	Elbe River and highway No 6	378+30	north-south direction: 51.0+73.0+130.0+73.0+51.0=378; truss girders on 6 supports through 5 spans, continuing to the south; steel concrete structure over Dresden-Meissen highway No 6; 30m long with hinged supports, separate roadways on top	4 piles solid, quarry stone coated	2 abutments solid, quarry stone coated	2 roadways 7.5m, center strip not narrowed, footwalk attached to upstream side of the bridge	concrete	60 and 80	1935, repaired in 1952	very good

SECRET

50X1-HUM

Bridge on	across	Total Length in Meters	Span in Meters	Bridge-Piles	Abutment	Width	Roadway	Carrying Capacity in Tons	Construction Year	Condition Note in 1956
AB Dresden-Chemnitz km 11,9	Saubach near Wilsdruff and 1st-class Meissen-Tharandt road	290 incl. abutments	north-south direction: 5 arches, 5m in span each, vertical clearance 42m	4 piles, concrete	2 abutments, steel concrete, not coated	1 roadway 7,5m, no 2nd roadway, total width 11m	concrete	80	1945 blown up, 1954 reconstructed	best of all bridges
AB Dresden-Chemnitz km 20	Hirschfeldtal (valley) near Deutschenbora	156,6	north-south direction: 28,5+33,25+33,25+33,25+28,5=156,75; 2 parallel girder bridges on 6 52- and 37-steel supports; 2 main girders for each bridge	4 piles each separated for both bridge parts, connected by arches, concrete, clinker and quarry stone coated	2 abutments, solid, construction similar to that of the piles	2 roadways 7,5m, total width 24m, center strip not narrowed	concrete	80	1935	good
AB Dresden-Chemnitz km 27,5	Mulde River near Siebenlehn	402,90	north-south direction: 56+61,2+71,4+81,6+71,4+61,2=402,9; 1 bridge for two roadways, continuous steel girder on 7 supports, roadways on top	5 piles, concrete, coated	2 abutments, solid, coated, in southern abutment tunnel for pedestrians, 60 to 90m long	2 roadways 7,5m, total width 24m, bridge not narrowed, center part between the roadways passable	steel concrete roadway slab, 35 cm thick	60 and 80	1935	good

SECRET

50X1-HUM

Bridge on	across	Total Length in Meters	Span in Meters	Bridge-Piles	Abutment	Width	Roadway	Carrying Capacity in Tons	Construction Year	Condition Note in 1956
AB Dresden-Chemnitz km 40	Tal der Grossen Striegis (valley)	120	north-south direction: 50+70=120 continuous steel girder on 3 supports, separate bridge for each roadway, 4 main girders	1 pile, ashlar masonry, interrupted in the center	2 abutments, solid coated, wing walls about 30m long	2 roadways 7.5m, total width 24m, bridge not narrowed	concrete roadway on hump plates	60 and 80	1936	poor maintenance, in the abutment on the Chemnitz side a 4-cm wide gap
AB Dresden-Chemnitz km 42	Tal der Kleinen Striegis	311.10	multiple-arch bridge, 10 arches with a vertical clearance of about 25m each, only western roadway	9 piles solid, concrete with quarry stone coating	2 abutments solid, remaining from former bridge, wing walls about 20m long	1 roadway 7.5m, no eastern roadway	concrete	80	1954	very good
AB Dresden-Chemnitz km 43.8	Frankenberg - Rosswein road	16.5	steel concrete slab on 2 supports, vertical clearance 12m	-	2 solid abutments, concrete, wing walls about 10m long	2 roadways 7.5m, roadway not narrowed, total width 24m	concrete	80	1954	very good
AB Dresden-Chemnitz km 53.6	Lützelbach at Frankenberg and 1st-class Frankenberg-Mittweida road	100	30+40+30=100; continuous steel girder on 4 supports, 2 separate bridges, 2 main girders each	2 piles, solid quarry stone coated, for each roadway separate	2 solid abutments, concrete, coated	2 roadways 7.5m, not narrowed, total width 24m	concrete on hump plates	60 and 80	1936, repaired in 1953/54	good

Bridge on	across	Total Length in Meters	Span in Meters	Bridge-Piles	Abutment	Width	Roadway	Carrying Capacity in Tons	Construction Year	Condition Note in 1956
Chemnitz-Riesa railroad section via Döbeln	AB Dresden-Chemnitz km 57	28	2x14=28m; continuous steel concrete girder, separately constructed for each track, only in the center an interstice	1 pile solid, concrete, quarry stone coated	2 solid concrete abutments, quarry stone coated	double-track bridge	solid floor	heavy freight train of the Reichsbahn	1936	good
AB Dresden-Chemnitz km 61.0	Chemnitzbach	64	14+18+18+14=64; continuous steel girder on 5 supports, 4 spans, 2 parallel bridges	3 piles, concrete, quarry stone coated	2 abutments, solid, concrete, quarry stone coated	2 roadways 7.5m, separated, center not narrowed	steel concrete roadway slab	80	1935, blown up in 1946 provisional bridge, new construction in 1953	rather good, built with used material
AB Dresden-Chemnitz km 63.0	Chemnitztal	224	7x32=224; 37- and 52-steel structure, plate girder bridge, continuous girder on 8 supports	7 piles solid, quarry stone coated	2 abutments, solid, concrete, quarry stone coated	2 roadways 7.5m, center strip passable	steel concrete roadway slab	60 and 80	1935	fairly good
Chemnitz-Leipzig railroad line via Burgstädt	side-valley of the Chemnitz valley and AB Dresden-Chemnitz	about 300	multiple-arch bridge, about 20 arches, semicircles on high piles, 15-m spans, quarry stone	about 19 piles solid, quarry stone coated	2 solid abutments, quarry stone coated	double-track bridge	solid floor	heavy freight train of the Reichsbahn	about 1900	fairly good

Bridge on	across	Total Length in Meters	Span in Meters	Bridge-Piles	Abutment	Width	Roadway	Carrying Capacity in Tons	Construction Year	Condition Note in 1956
Chemnitz-Leipzig highway No 95	AB Dresden-Chemnitz km 67.9	28	2x14=28; continuous steel concrete beam	1 pile, concrete	2 solid abutments, concrete	9 m roadway plus 2x2m sidewalks	small cobblestone pavement in concrete	60 and 80	1936	good
1st-class Rabenstein-Grüna road	AB Chemnitz-Eisenach km 72	50	30; arch bridge, 1 flat arch, coated steel concrete	-	2 solid abutments, quarry stone coated	6 m roadway plus 2 elevated protective embankments	small cobblestone pavement in concrete	24 (60 and possibly 80)	1936	fairly good
AB Chemnitz-Eisenach km 85	Mulde River near Glauchau	150	5x30=150; continuous steel girder on 6 supports	4 piles, concrete, solid	2 small abutments, steel concrete	2 roadways 7.5m, separated	steel concrete roadway slab	60 and 80	1937	good, needs new coat of paint
AB Chemnitz-Eisenach km 90	Frankenhausen valley	491	east-west direction: 22+9x27.3+3x29.1+4x28.5+22=491; continuous steel concrete structure on 19 supports	17 piles, concrete, without coating	2 abutments, solid, steel concrete, each about 12m long, not coated	2 roadways 7.5m, center strip passable	steel concrete roadway slab	60 and 80	1937	good

Bridge on	across	Total Length in Meters	Span in Meters	Bridge-Piles	Abutment	Width	Roadway	Carrying Capacity in Tons	Construction Year	Condition in 1956	Note
AB Chemnitz-Eisenach km 100	Weisse Elster River	about 100	about 5 20-m spans, continuous steel girders	4 piles concrete solid	2 abutments solid, steel concrete	2 roadways 7.5m, center strip passable	steel concrete roadway slab	60 and 80	1937	good	
AB Chemnitz-Eisenach km 100	Gera-Zeitz highway No 2 and Gera-Zeitz railroad line	about 30	about 2 15-m spans, continuous steel girders	1 pile solid concrete	2 abutments solid steel concrete	2 roadways 7.5m, center strip passable	steel concrete roadway slab	60 and 80	1937	good	the birdges lie closely behind each other
2nd-class Köstritz-Töppeln road	AB Chemnitz - Eisenach km 101	about 50	arch bridge, 1 arch, 30 m span	-	2 abutments, solid	6 m roadway	small cobblestone pavement in concrete	24	1937	good	
AB Chemnitz-Eisenach km 110	AB Berlin-Nürnberg (Hermsdorfer Kreuz)	48	continuous steel girders on 5 supports 4x12 m	3 rows hinged steel supports	2 abutments, solid, concrete, coated	2 roadways 7.5m + 2x6-m wide turn-off lanes, total 42 m	concrete roadway slab	60 and 80	1937	good	

Bridge on	across	Total Length in Meters	Span in Meters	Bridge-Piles	Abutment	Width	Roadway	Carrying Capacity in Tons	Construction Year	Condition Note in 1956
AB Chemnitz-Eisenach km 112	Teufelstal (valley)	270	steel concrete arch bridge, 1 arch with 138m vertical clearance, roadway on spandrel columns, concrete, not coated	no piles, 20 spandrel columns, 2 separate parallel bridges	2 small abutments solid concrete	2 roadways 7.5m, suspended center strip, passable, width between railings 21.8m	steel concrete roadway slab	60 and 80	1938	good
AB Chemnitz-Eisenach km 116	viaduct across the Zeitzgrund	250	5x50; continuous steel girders on 6 supports through 5 spans, 2 separate bridges with 2 main girders each, welded construction	4 piles solid, concrete, continuous for both roadways, in the center great arch aperture	2 solid abutments	2 roadways 7.5m, suspended center strip, passable, width between railings 21.8m	steel cconcrete roadway slab	60 and 80	1938	good
AB Chemnitz-Eisenach km 118, (so-called Podelsatz Viadukt)	valley near Podelsatz	250	9 27-m spans, continuous steel concrete bridge on 10 supports	for each roadway 8 separate piles, concrete, solid	2 small abutments, solid, concrete, not separated	2 roadways 7.5m, suspended center strip passable, width between railings 21.8m	steel concrete roadway slab	60 and 80	1938	good

Bridge on	across	Total Length in Meters	Span in Meters	Bridge-Piles	Abutment	Width	Roadway	Carrying Capacity in Tons	Construction Year	Condition Note in 1956
AB Chemnitz-Eisenach before Jena-west entry	Saaletal across: 1 rivulet, Saale River, railroad lines Gera-Weimar and Jena-Saalfeld and Jena-Saalfeld highway No 88	700	arch bridge, 17 arches, quarry stone coated	16 piles, concrete, rock coated	2 big solid, coated abutments	2 roadways 7,5m, total width 18,8m, center strip passable	concrete roadway slab	60 and 80	1938, 2 arches blown up, reconstructed in 1953/54	very good
1st-class Nennsdorf-Zimmritz road, so-called Pösener arch bridge	AB Chemnitz - Eisenach km 6 after Jena-west entry	100 incl. abutments	2 fixed arches with 38m spans, roadway on spandrel columns steel concrete	1 center pile, actually only foundation and support for the two flat arches	2 small abutments	6 m roadway sidewalks on both sides	small cobblestone pavement	60	1938	good
AB Chemnitz-Eisenach Erfurt-west entry	Erfurt-Arnstadt highway No 4	28 incl. abutments	steel girders on 2 supports, 12,5m spans each	-	2 abutments quarry stone coated	2 roadways 7,5m, Autobahn profile, road-no narrowing	steel concrete roadway slab	60 and 80	1938	good

Bridge on	across	Total Length in Meters	Spans in Meters	Bridge-Piles	Abutment	Width	Roadway	Carrying Capacity in Tons	Construction Year	Condition Note in 1956
AB Chemnitz-Eisenach, at Mellingen entry	Ilm near Mellingen	300 incl. abutments	5 arches with 42m vertical clearance each, clinker masonry, the rest of quarry stone coated concrete	4 intermediate piles	2 big abutments with about 27-m long wings	2 roadways 7.5m, total width between railings 20.5m	steel concrete roadway	80	1938, blown up in 1945 1 arch, reconstructed in 1953-54	very good
1st-class Erfurt-Tannroda road	AB Chemnitz-Eisenach Erfurt-north entry	70 incl. adjoining arches	1 quarry stone arch with 33m span, topped by 14 spandrel arches which carry the roadways	no piles, arches merge directly into the foundations	2 very small abutments, terminating the spandrel arch row	roadway 6 m, sidewalks	small cobblestone pavement in concrete	60 and 80	1938	good
AB Chemnitz-Eisenach	Geratal	100	3 arches with 18-m spans concrete, quarry stone coated	2 piles concrete, quarry stone coated	2 abutments solid, concrete, coated	2 roadways 7.5m, Auto-bahn profile, no narrowing	concrete roadway	60 and 80	1938	good
AB Chemnitz-Eisenach before Gotha entry	Tal der Apfelstädt	108	3 arches with 22m vertical clearance each, quarry stone coated concrete	2 piles, concrete, with quarry stone	2 abutments, solid, concrete, coated	2 roadways 7.5m, Auto-bahn profile, no narrowing	concrete roadway	60 and 80	1938	good

Bridge on	across	Total Length in Meters	Span in Meters	Bridge-Piles	Abutment	Width	Roadway	Carrying Capacity in Tons	Construction Year	Condition in 1956	Note
AB Chemnitz-Eisenach 7 km after Gotha entry	Hörsel, 1st-class Gotha-Waltershausen road and narrow-gauge railroad line	76.50 without abutments	24+28.5+24; 5 main girders	2 piles, concrete	2 abutments, old, concrete, coated; for each roadway shifted by 8m, perpendicular to the road axis	1 roadway 7.5m, provisional bridge 6m, north. roadway new	steel concrete roadway	new north. roadway 80, south. roadway 15	1938, blown up in 1945, provisional bridge in 1947, northern roadway reconstructed in 1954	northern roadway good, southern roadway poor	3
AB Chemnitz-Eisenach, Eisenach-east entry	Langensalza-Eisenach highway No 84	12, with abutments 22m	steel girders on 2 supports, 12m span, 5 main girders	-	2 abutments, old, concrete, quarry stone coated	1 roadway 7.5m	steel concrete roadway	80	1938, blown up in 1945, northern roadway reconstructed in 1954	northern roadway good	
AB Chemnitz-Eisenach	Werra River	160	8 arches with 15-m spans, semicircular arches, concrete, quarry stone coated	7 piles, concrete, quarry stone coated	2 big abutments, solid, concrete, coated	planned to have 2 roadways 7.5m	-	-	not completed, constructions stopped in 1939	Zone border	4

Bridge on	across	Total Length in Meters	Span in Meters	Bridge-Piles	Abutment	Width	Roadway	Carrying Capacity in Tons	Construction Year	Condition Note in 1956
Chemnitz - Hof Autobahn										
AB Chemnitz-Hof 4 km after Chemnitz	Chemnitz-Zwickau Highway No 173	16	steel structure as girder on 2 supports	-	2 solid abutments, quarry stone coated concrete	2 separate roadways 7.5m	steel concrete roadway slab	60 and 80	1936, blown up, in 1950 reconstructed	satisfactory, built with used material
AB Chemnitz-Hof km 38	Zwickauer Mulde, Rödelbach, double-track Zwickau-Aue railroad line, Zwickau-Schneeberg highway No 93	700	valley bridge, steel structure, continuous girder, about 10 or 12 spans	about 9 or 11 piles concrete, coated	2 solid abutments, coated concrete	2 roadways 7.5m	steel concrete roadway slab	60 and 80	1937	good
AB Chemnitz-Hof km 27	Zschochener Tal	120	valley bridge, steel structure, continuous girder through 5 spans	4 piles ? concrete, coated	2 solid abutments, concrete coated	2 roadways 7.5m	steel concrete roadway slab	60 and 80	1937	good

Bridge on	across	Total Length in Meters	Span in Meters	Bridge-Piles	Abutment	Width	Roadway	Carrying Capacity in Tons	Construction Year	Condition Note in 1956
AB Chemnitz-Hof km 56.7	Göltzsch Tal	379	arch bridge 5 arches with 50m vertical clearance each, quarry stone and concrete	4x3.6-m high piles merging into arches, quarry stone and concrete	2 great abutments, 40m long each, concrete with quarry stone coating	2 roadways 7.5m, center strip omitted, total width 19m	concrete	80 bridge capacity of no importance with such big bridges	1938	good
AB Chemnitz-Hof km 72.5	Triebtal	373	arch bridge, 6 arches with 37m vertical clearance each, concrete, quarry stone coated	5 piles merging into arches, concrete and quarry stone	abutment on Chemnitz side about 30m long, on Hof side extended as parking place, 60m long, concrete with quarry stone	2 roadways 7.5m, center strip omitted, total width 18.5m	concrete	80 dito	1938	good
AB Chemnitz-Hof	Friesen-tal	200	arch bridge, 7 arches with 19m vertical clearance each, concrete and quarry stone	6 piles merging into arches, concrete and quarry stone	2 16-m long abutments, concrete, quarry stone coated	1 roadway 7.5m, 2nd roadway not yet completed	concrete	80	1938, blown up in 1945, reconstructed in 1951/52	good

Bridge on	across	Total Length in Meters	Span in Meters	Bridge-Piles	Abutment	Width	Roadway	Carrying Capacity in Tons	Construction Year	Condition Note in 1956
AB Chemnitz-Hof	Weisse Elster River near Pirk	640	arch bridge, 12 arches with 38.5m vertical clearance each, concrete, quarry stone coated	11 piles up to 60m high, merging into arches, quarry stone coated concrete	2x40-mlong abutments, quarry stone coated concrete	not passable	planned to be of concrete	planned to amount to 80	construction stopped in 1939	bridge only 50% completed, starts to decay 5 zone border
Dresden-Görlitz Autobahn 6										
AB Dresden - Görlitz	Spree River	230	4 arches with 45-m spans each, completely blown up	3 piles blown up	2 abutments, solid, concrete, partly existent	-	-	-	blown up in 1945	destroyed
Berlin - Breslau Autobahn 7										
AB Berlin-Breslau near Klein Bademeusel	Neisse River	186	west-east direction: 60+42+42+42; 4 flat arches, steel concrete, quarry stone coated	3 piles between the arches	solid concrete, coated	1 roadway 7.5m+ 1.0m+ 0.4m	concrete	80	1937, reconstructed by the Poles in 1951/52	Condition in 1955 good

1. [redacted] Comment. On the Dresden - Chemnitz - Eisenach and Chemnitz - Hof Autobahn are many great bridges at short intervals. Most are [illegible] arch bridges and are alike in construction. The building material was procured from the stone-pits of that region. Some of the large bridges have been reconstructed for one roadway only. After Eisenach, the Autobahn has but one roadway. 50X1-HUM

2. [redacted] Comment. A new approach road to the Autobahn was built near Chemnitz. 50X1-HUM

3. [redacted] Comment. According to unconfirmed reports, the second roadway is planned to be constructed in 1958. 50X1-HUM

4. [redacted] Comment. The bridge across the Terra River near Spichra is included in the bridge construction program for 1957/58, and is planned to have one roadway and a carrying capacity of 80 tons. 50X1-HUM

5. [redacted] Comment. The greatest arch bridge in Europe was formerly planned to be constructed at this site. Since the present construction is badly decaying, maintenance work is scheduled to be carried out in 1958. 50X1-HUM

6. [redacted] Comment. Dresden - Görlitz Autobahn is passable as far as Bautzen, yet it is of little importance. With the exception of the destroyed Spree bridge, described above, there are no sizeable bridges on this section. Many of the small road and dirt road underecrossings had been blown up and to a large extent reconstructed for both roadways. 50X1-HUM

7. [redacted] Comment. The Breslau Autobahn, turning off the Berlin - Dresden section southwest of Lübbenau, has only one roadway. The bridge foundations, however, have been laid for both roadways. The construction of the second roadway was scheduled to be started in 1954, but was never completed. On a short test section, the roadway was covered with a mixture of blast furnace slag and cement or concrete which proved a failure. The provisional bridge across the Reichsbahn line at Haenchen is being permanently constructed for one roadway only. 50X1-HUM